D2 Subway Project Development
Metro Center Focus Area Meeting
August 23, 2018
Agenda

• Welcome and Introductions
• Meeting Objective
• Project Background and Overview
• Focus Area Discussion
  – LPA, Focus Area and Focus Area Data
  – City Urban Design Transit Guidelines
  – Dallas 360 Plan – Catalytic Development Area
  – Pedestrian Portal Access
  – Challenges and Opportunities
• Establish Focus Area Goals
• Urban Design Elements and Components
• Next Steps
Project Team

- **DART Team Members**
  - Steve Salin, Vice President
  - Chad Edwards, Assistant Vice President
  - Ernie Martinez, D2 Project Manager
  - Kay Shelton, D2 Environmental Task Manager
  - Carlos Huerta, D2 Community Engagement

- **Consultant Team Members**
  - Tom Shelton, Program Manager
  - James Frye, Project Manager
  - Kris Lloyd, Environmental Lead
  - Israel Crowe, Engineering Lead
  - Brandi Crawford, Urban Design Lead
  - Jory Dille, Public and Agency Involvement Lead
  - Frank Turner, Stakeholder Liaison
Meeting Objective

The purpose of the focus area meeting is to collaboratively discuss potential urban design ideas and opportunities to aid decision-making during the engineering and environmental process that catalyze the subway project for future Downtown Dallas development.
Project Background and Overview
Project Purpose

- Add **Core Capacity** to and through downtown
  - Some trains will be at capacity within a few years
- Provide **Operational Flexibility** for the system
  - Continuity of service during incidents
  - System expansion/added service
- Enhance **Mobility and Access** for existing and future riders
  - Get our riders where they need to go
- Enhance **Economic Development**
  - Add value through context sensitive design
Project History

2007 - D2 Study launched by DART and Federal Transit Administration (FTA).

2010 - Phase one of the study included an Alternatives Analysis (AA) and a Draft Environmental Impact Statement (DEIS).

2013 - Economic downturn resulted in the D2 project being deferred to post year 2030.

2015 - Phase two of the study evaluates new and refined alternatives based on public comments on the AA/DEIS and changed conditions.

2016 - D2 project identified as candidate for new FTA core capacity funding program.

2017 - The DART Board approves the Locally Preferred Alternative (LPA) as B4 - Lamar/Young/Jackson Street.

2018 - FTA gives approval to DART to initiate two-year project development (PD) phase for the D2 project.

Stakeholder concerns lead DART to consider subway alternatives.

2017 - The DART Board and Dallas City Council approve a refined LPA subway project using Commerce via Victory/Swiss.

DART re-initiates local PD efforts for the D2 subway.

DART is conducting PD locally for the subway as the original two-year Federal timeline requirement was not met given the change in project definition in 2017.
Locally Preferred Alternative Commerce via Victory/Swiss

Metro Center Focus Area
Metro Center Focus Area
Commerce via Victory/Swiss Alternative
Metro Center Focus Area
Commerce via Victory/Swiss Alternative
Metro Center Focus Area
5 Minute Walk – ¼ Mile Radius from Metro Center Station

Existing Demographics
- 800+ Population
- 54K+ Jobs
- 500+ Household

Existing Land Use
- Commercial: 66%
- Multifamily Residential: 12%
- Parking: 10%
- Hotel: 3%
- Transit: 3%
- Education/Institution/Group Qts: 2%
- Parks/Rec: 2%
- Vacant: 2%

* Data calculation from ¼ mile radius.
Metro Center Focus Area
5 Minute Walk – ¼ Mile Radius from Metro Center Station

Implementation of D2 will likely influence surrounding land uses and enhance properties leading to higher densities, greater mix use, and more active public spaces.

Projected 2040 Demographics
- Population: Quadruples
- Jobs: Remains the same
- Household: Almost quadruples

* Data calculation from ¼ mile radius.
Urban Transit Design Guidelines key principles:

• Creation of **pedestrian friendly** stations that are accessible, safe, encourage transit ridership and contribute to the public realm through **street-level activation** and **high quality** materials and detailing

• Contribution to a **sustainable** urban environment that follows low impact development standards and incorporates appropriate native landscaping

• Integration of **streetscapes** that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.

• Enhancement of **economic development potential** along transit corridors and transit-oriented development around station
The 360 Plan | Catalytic Development Area
Adopted by Dallas City Council December 2017
Metro Center Subway Station
Focus Area Isometric
Rosa Parks Plaza
Pedestrian Portal Access

- Added dimension to plaza
- Celebrate historic context
- Potential to enhance adjacent development.
- Close proximity to multiple transit uses.

Original Depot Location
Rio de Janeiro, Brazil
Madrid, Spain
CBD West Transfer Center

- Space re-design promotes better operations and customer experience.
- Allows multiple transit choices at one site.
- Provides for multi-level transit facility.
- Potential for future transit oriented development opportunity.
Existing Parking Lot
Pedestrian Portal Access

Parking Lot
- Reimagine the space as multi-story mixed-use with integrated portal entry point.
- Close proximity to multiple transit uses.
- Current parking use incorporated in future development.

Existing Location
New York City, New York
Hollywood, California
One Main Place Plaza
Pedestrian Portal Access

- Plaza space opened to street activities above.
- Removes tunnel/street separation.
- Enhance and activate the space.
- Potential to reuse/repurpose existing emergency tunnel access.

Existing Location
Chicago, Illinois
Metro Center Challenges and Opportunities

• Pedestrian connections to nearby facilities
• Station access portal locations and security
• Property needs (station access, ventilation, etc.)
• Easement under Belo Garden Park
• Construction approach and requirements
• Traffic and access during construction
• Potential vibration impacts to historic structures
Next Steps
What’s Next

- DART will host a range of meetings over next 3 months to begin to identify issues, opportunities and discuss solutions, options
- Will report back to Stakeholder Committee this Fall
Schedule

Note: Schedule is preliminary and subject to change.

we are here
Email D2@DART.org with comments and questions

Visit www.DART.ORG/D2 to stay up to date

Send comments to:
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PRINTED FOCUS AREA
AERIAL MAP
& ISOMETRIC IMAGE
DART D2 Subway design decisions will begin with the direction established in the Urban Transit Design Guidelines for Dallas, Texas developed by City staff in partnership with the Downtown Dallas Inc. Mobility Committee with input from DART staff. The D2 Subway project should emulate the following principles:

• Creation of pedestrian friendly stations that are accessible, safe, encourage transit ridership and contribute to the public realm through street-level activation and high quality materials and detailing.

• Contribution to a sustainable urban environment that follows low impact development standards and incorporates appropriate native landscaping.

• Integration of streetscapes that enhance and encourage pedestrian activity while safely accommodating all other modes of transportation.

• Enhancement of economic development potential along transit corridors and transit-oriented development around station.
D2 OPERATING CONCEPT

EXISTING DART RAIL OPERATIONS

DART RAIL OPERATIONS WITH D2 SUBWAY

Orange Line Options (3):
- Terminate near East TC and turnback to DFW
- Continue existing service pattern to Parker Road Station
- Add service to Baylor